

Trail Master Plan
City of Manzanita
Spring 2021

Prepared for
The City of Manzanita

Prepared by
C2 Recreation Consulting, LLC
www.c2recreation.com

Acknowledgements

The City of Manzanita would like to acknowledge and thank the many citizens, businesses, public agencies, and organizations that contributed to this plan.

Project Background

Over the past several decades, the City of Manzanita has developed and managed small portions of natural surface trails within the city limits. Volunteers have also maintained and improved non-motorized access through public rights-of-way, primarily to improve neighborhood circulation. As the city grows, with more people wishing to move around on foot and by bike, the Manzanita City Council has acknowledged the need to approach trail development in a more-coordinated manner, and requested the creation of this Trail Master Plan to guide their investment of time and funding.

Scope

This plan identifies the existing or proposed approximate location of 1) natural surface trails, and 2) paved paths separated from vehicular traffic. It does not identify all non-motorized transportation or recreation facilities, and it is not a non-motorized circulation plan. The map shows corridors for continued or potential access and improvement but these should not be construed as specific alignments, which would need to be determined through the design process. The plan looks primarily at those opportunities within the city limits; in some instances the plan shows extensions or additions within the urban growth boundary but only for major trails/paths. Trails/paths outside of the urban growth boundary are mostly ignored as the city does not have jurisdiction to plan for these areas; only in limited instances are these shown to logically extend paths/trails identified within the city limits.

For the purposes of this document, trails are generally defined as narrower, natural-surface improvements that could include minor improvements such as culverts, steps, and tread amendment; paths are generally defined as wider facilities that have a consistently improved surface (such as crushed rock, paving, or concrete) and meet accessibility requirements. A route is a collection of facilities (sidewalks, roadway shoulders, trails, and/or paths) that, when combined, take non-motorized users from an origin to a destination.

Public Involvement

The development of the plan included a public meeting at the beginning of the project, opportunities for review and comments of draft versions of the plan, and regular contact between interested citizens and the City Council's representative to the project, Councilor Jerry Spegman. The plan was also presented for public feedback at two city council sessions prior to its adoption.

Existing Conditions

A few city-maintained trails exist in Manzanita, complemented by several citizen-maintained trails. The majority of these are in the public right-of-way (ROW) where it has been too steep to develop streets and sidewalks. Some informal trails exist on private land.

The primary route of the Oregon Coast Trail (OCT), a trail of statewide significance, passes near but not through the city (<https://stateparks.oregon.gov/ckFiles/files/OCT-Map-2.pdf>). Other trail systems outside of the city include those at Nehalem Bay State

Park (<https://stateparks.oregon.gov/index.cfm?do=park.profile&parkId=142>) and at Elk Meadows (<https://www.nehalemtrust.org/lands/elk-meadows/>), the latter being stewarded by the Lower Nehalem Community Trust.

Opportunities

In general, three types of opportunities exist for developing trails and paths in Manzanita:

- 1) Undeveloped portions of the public ROW, where it is too difficult and costly to build a street and sidewalk. Trails in these locations improve non-motorized mobility to and through neighborhoods.
- 2) Pathways along busy roadways where having separated facilities would increase safety and efficiency for bicyclists and pedestrians. Pathways are typically paved and 12 – 16 feet in width.
- 3) City-owned lands, including public parks.

Constraints

The city has limited resources to develop and maintain trails and pathways. While grant funding can sometimes be used for construction, funding of maintenance is difficult for most jurisdictions. This will limit the speed in which the city can implement projects. Nothing in this plan identifies or obligates funding for implementation or maintenance of trails and pathways.

Even for projects within the public ROW or on public lands, objections by neighbors or other parties could delay or constrain implementation. This could result in a fractured network, reducing access through neighborhoods.

Recommendations

The proposed trails and paths are shown on the attached map (Appendix A) with details provided in the trail matrix (Appendix B).

Prioritization and Implementation

To facilitate the efficient implementation of this plan, the city shall create a Trails Committee and rely on public involvement to prioritize projects. The Trails Committee shall have a mandate to:

- 1) Prioritize and recommend for implementation the projects identified in this plan. This will be based on criteria the committee establishes that emphasize value to the public and cost-effective implementation. It will also include whether to designate trails for bicycle/pedestrian or pedestrian-only use.
- 2) Propose updates to the Manzanita Trail Master Plan to keep it current and relevant. Examples include removing projects when they are completed or adding projects when the city limits are expanded.
- 3) Foster coordination with other agencies, jurisdictions, and organizations to encourage cross-jurisdictional trail planning, design, construction, and maintenance/management.

The committee should:

- 1) Report to the Manzanita City Council.
- 2) Be composed of five members, one selected by each Council member.
- 3) Meet as needed and at least quarterly.

Recommendations by the Trails Committee shall be reviewed by the City's attorney and insurer. If they are in compliance with legal and liability requirements, they shall be forwarded to the City Council for consideration. If adopted, recommendations for development would then proceed through any requisite processes, which would typically include detailed design and permitting (if applicable), funding, maintenance planning, and construction.